

# BookletChart™

## Prince William Sound

NOAA Chart 16700

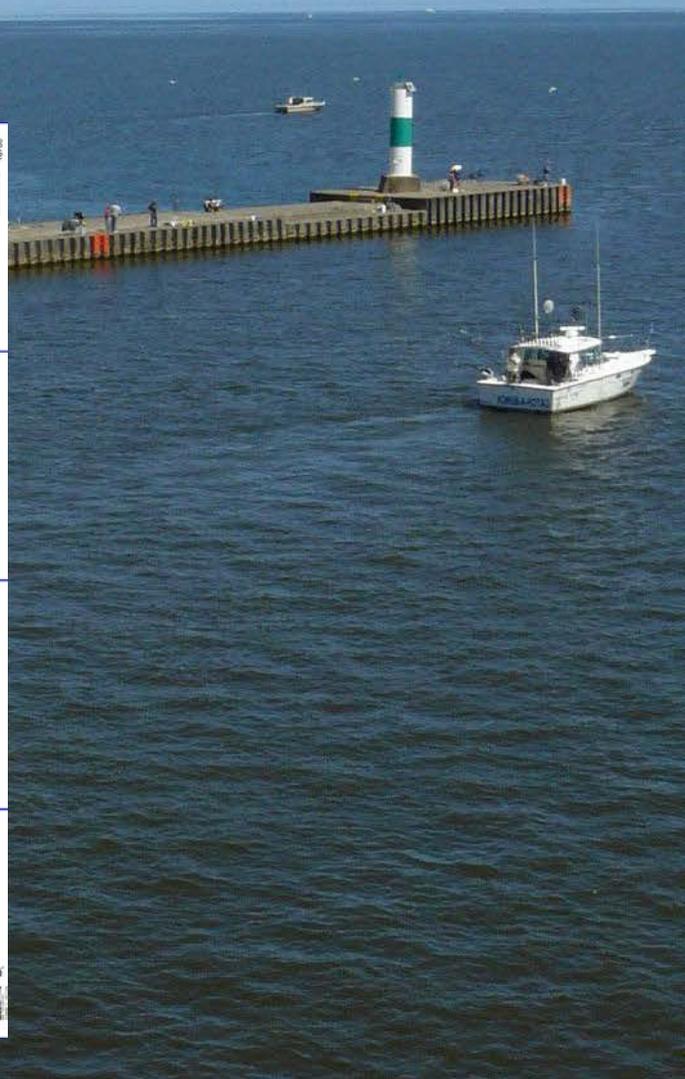
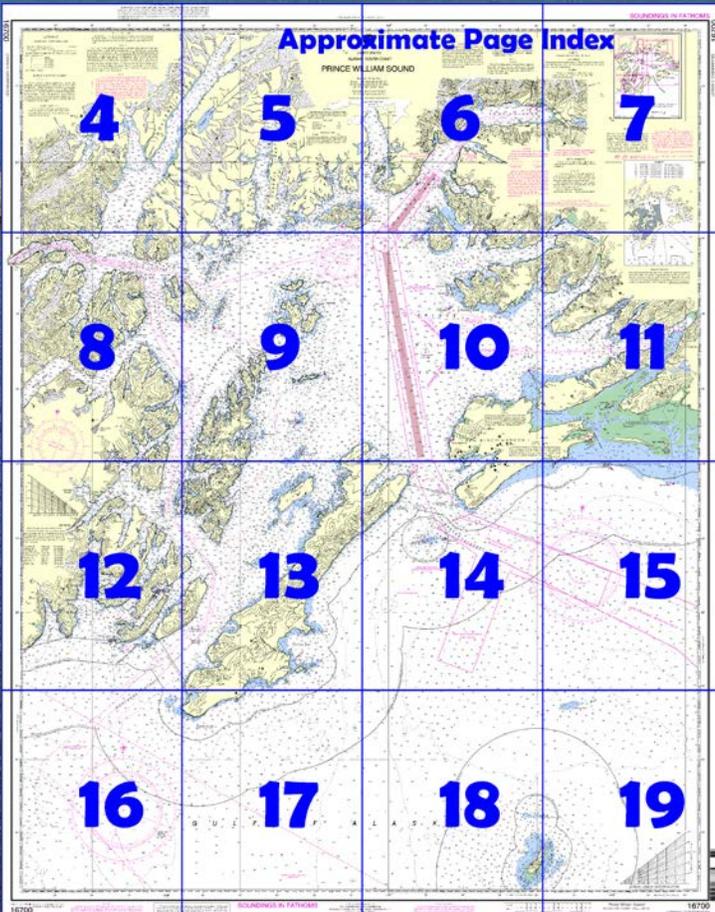


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

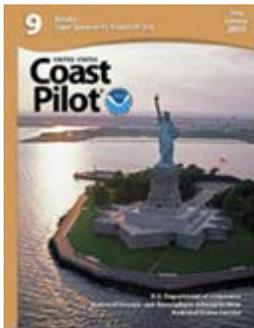
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16700>.



**(Selected Excerpts from Coast Pilot)**

**Prince William Sound** is an extensive body of water with an area of about 2,500 square miles. It is very irregular in outline, with great arms spreading in all directions. The entrance, from Cape Hinchinbrook to Cape Puget, is 58 miles across, but is almost closed off by islands. The largest is Montague Island which extends well out into the ocean.

Many of the islands and peninsulas in the sound are low and tree covered but behind

these rise eternal barriers of ice and snow. The **Chugach Mountains** stretch NW from the St. Elias Range and enclose the sound round

through N and W. On the N shore glaciers come down to the heads of the bays.

**Prince William Sound Shipping Safety Fairway**, extending SE from Hinchinbrook Entrance at the approaches to Prince William Sound, has separate inbound and outbound traffic lanes that merge in the NW part. (See **166.100 through 166.110 and 166.400**, chapter 2, for limits and regulations.)

There are three **Safety Zones** in Prince William Sound: Valdez Marine Terminal, Ammunition Island, and a Moving Safety Zone around explosive-carrying vessels. (See **§165.1701, §165.1703, and §165.23**, chapter 2, for limits and regulations.)

**Traffic Separation Scheme (Prince William Sound)**, wholly within U.S. Territorial waters, has inbound and outbound traffic lanes and separation zones, and leads from the vicinity of Cape Hinchinbrook through Prince William Sound and into Valdez Arm (the entrance to Port Valdez). (See charts 531, 16013, 16700, 16709, and 16708. See also, Traffic Separation Schemes (Traffic Lanes), indexed as such, chapter 1, for additional information.) (See **§167.1701, §167.1702, and §167.1703**, chapter 2, for limits and regulations.)

Mariners approaching or departing Hinchinbrook Entrance are advised to use caution, because of strong currents, occasional severe weather, and fishing activity in the area. Hinchinbrook Entrance may be transited E or W of Seal Rocks, at the vessel master's discretion.

**Dangers.**—The off-lying dangers in the approaches to Prince William Sound are Middleton Island, Fountain Rock, Wessels Reef, and Seal Rocks.

The Hinchinbrook Entrance Safety Fairway has been established to provide an unobstructed approach for vessels from the SE to Hinchinbrook Entrance. Use of this fairway provides safe clearance of Wessels Reef and Seal Rocks, and terminates at Cape Hinchinbrook. The Prince William Sound Vessel Traffic Service begins about 3.5 miles after departing the designated safety fairway. A RACON established at Seal Rocks and a radio beacon at Cape Hinchinbrook provide aids to making the approach.

**The March 1964 earthquake caused a bottom uplift of from 4 to 32 feet in Prince William Sound. Some parts of the sound outside of the traffic separation scheme have not been surveyed since the earthquake. Until a complete survey is made of the area, extreme caution is necessary because depths may be considerably less than charted and mentioned in the Coast Pilot.**

A **Vessel Traffic Service (Prince William Sound Vessel Traffic Service)**, operated by the U.S. Coast Guard, has been established in Prince William Sound, Valdez Arm, Valdez Narrows, and Port Valdez. The Service is designed to prevent collisions and groundings, and to protect the navigable waters of the Vessel Traffic Service area from environmental harm resulting from such collisions and groundings.

The **Prince William Sound Vessel Traffic Service** comprises three major components: a **Traffic Separation Scheme**, a **Vessel Movement Reporting System**, and **radar surveillance**. The Traffic Separation Scheme comprises a network of one-way traffic lanes with a separation zone in between. The traffic lanes are each 1,500 yards wide from Hinchinbrook Entrance to the vicinity of Bligh Reef at the SE end of Valdez Arm, then gradually decrease in width to 1,000 yards and terminate at Rocky Point. The separation zone is 2,000 yards wide between Hinchinbrook Entrance and the vicinity of Bligh Reef, then gradually decreases in width and terminates at Rocky Point.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Juneau      Commander  
17th CG District      (907) 463-2000  
Juneau, Alaska

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

16700

30' 20' 10' 148° 50'

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Cordova, AK	WXJ-79	162.400 MHz
Valdez, AK	WXJ-63	162.550 MHz
Whittier, AK	KXI-29	162.400 MHz
East Point, AK	WNG-530	162.500 MHz
Tripod Mountain, AK	WNG-715	162.450 MHz

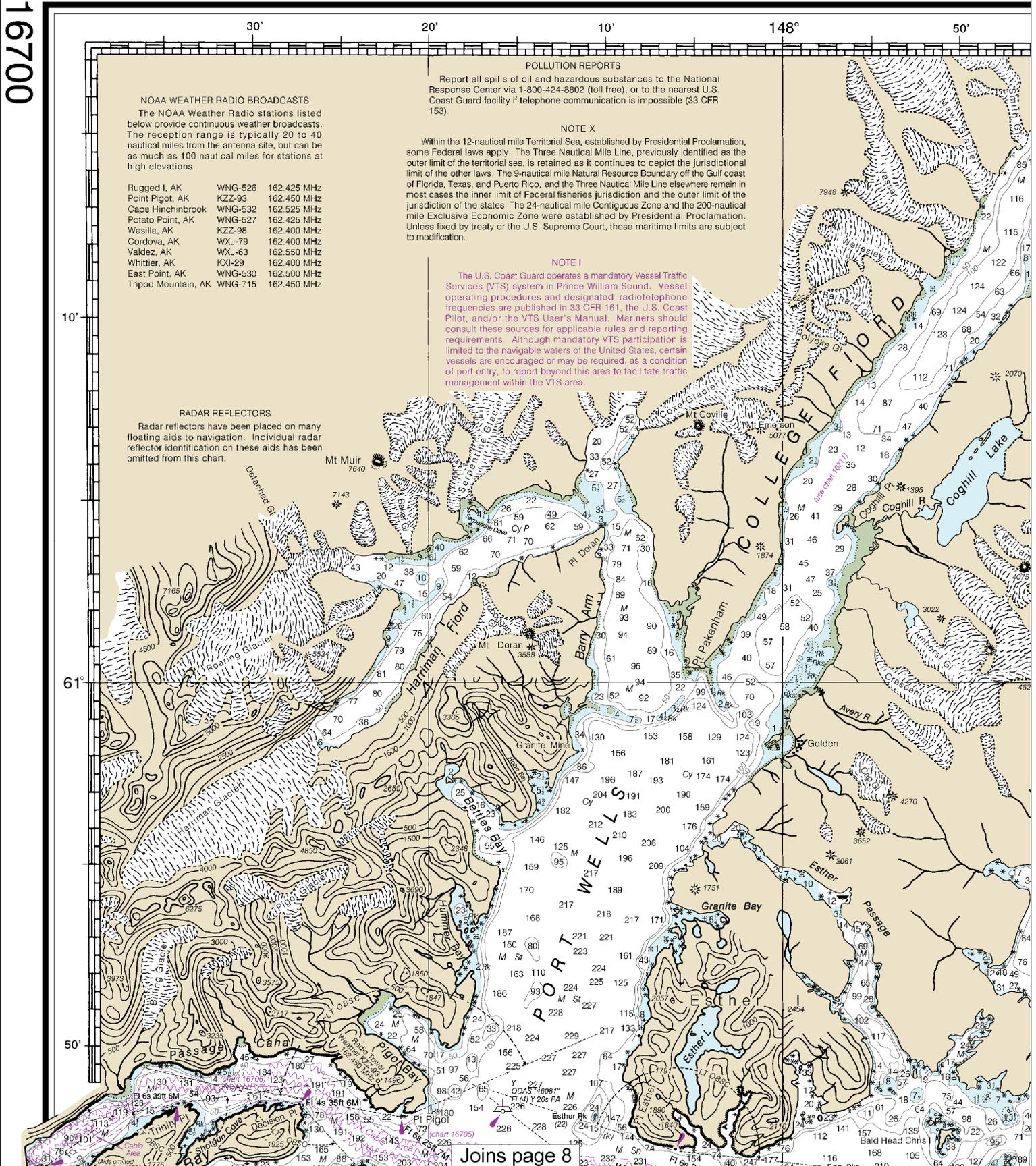
**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**NOTE I**  
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

**RADAR REFLECTORS**

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



Joins page 8

4

Note: Chart grid lines are aligned with true north.

40' 30' 20' 10' 147° 50'

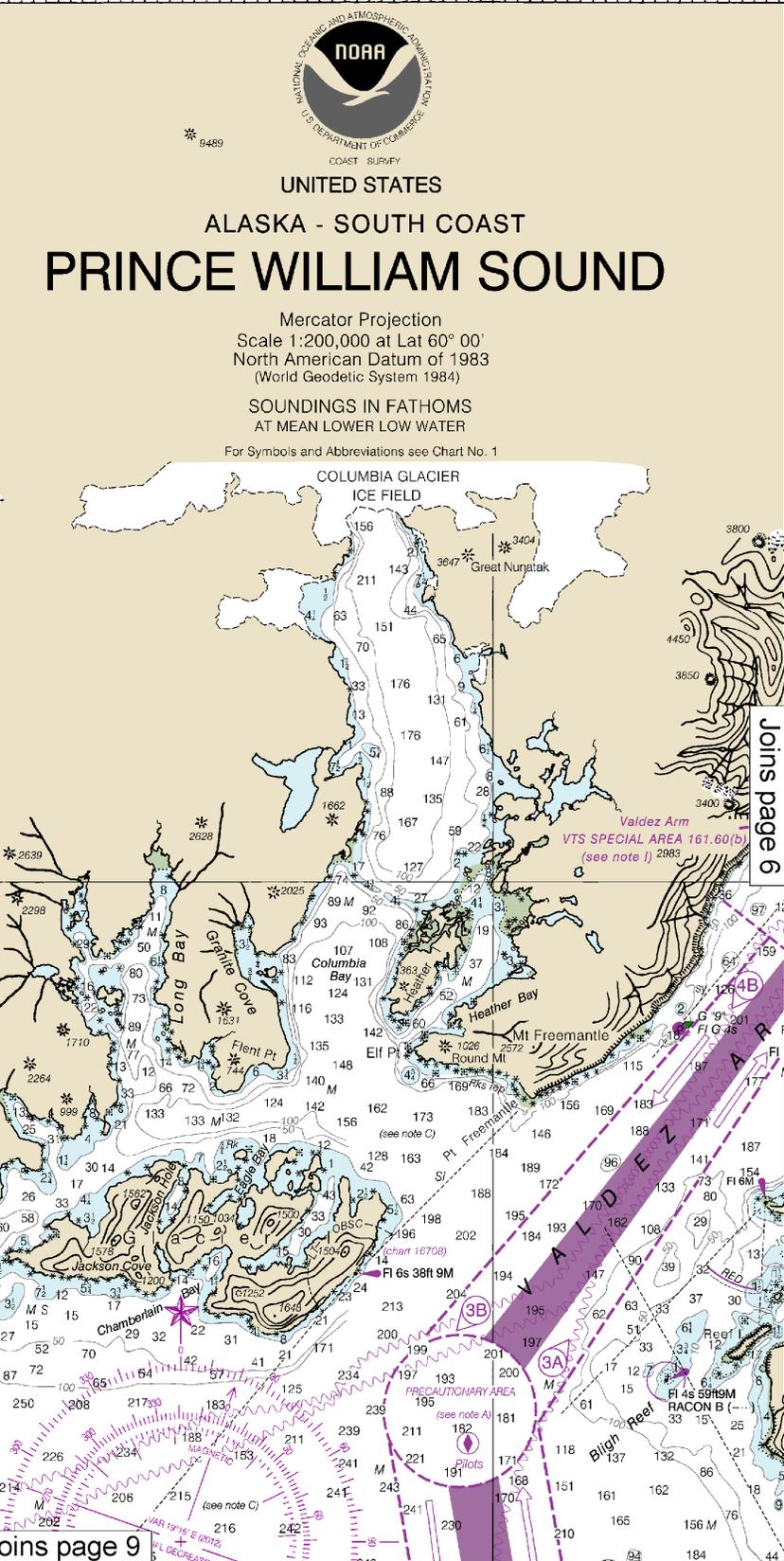
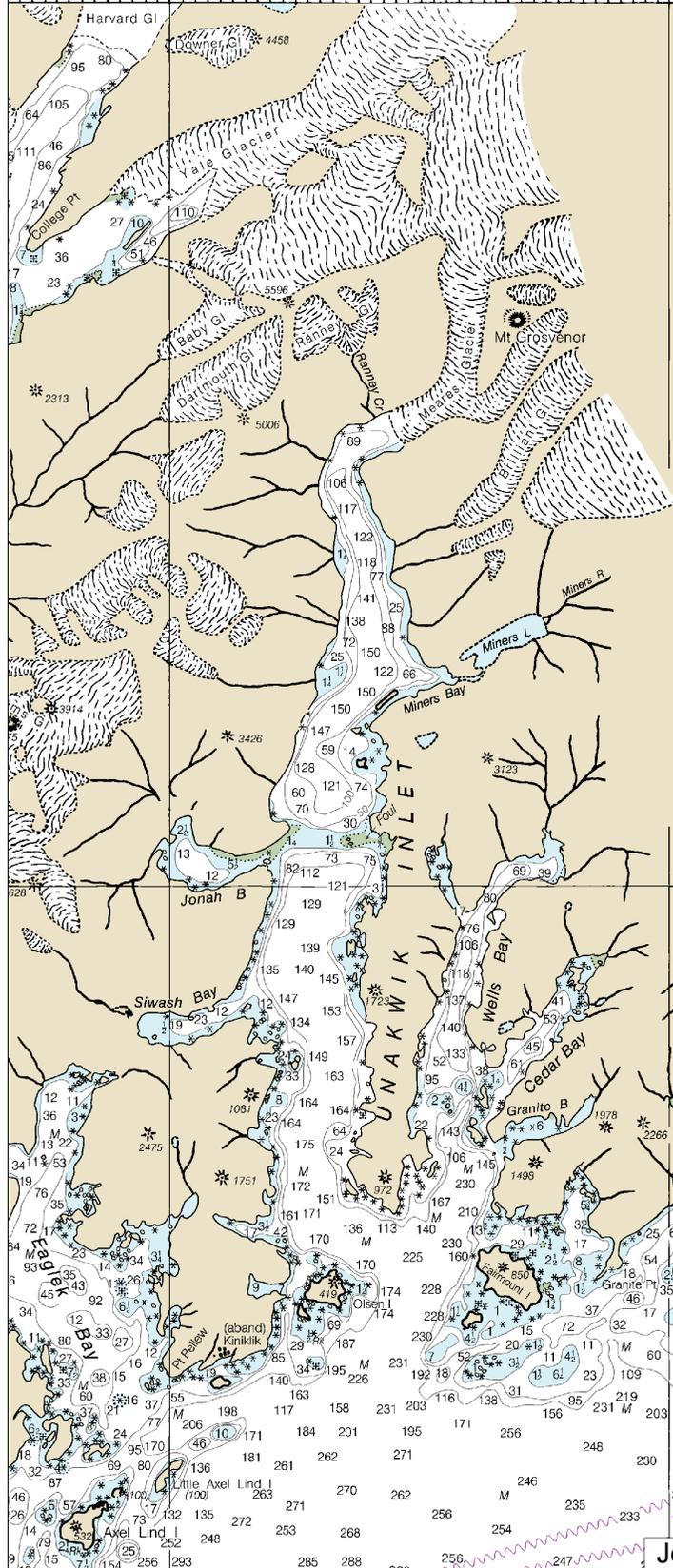


# UNITED STATES ALASKA - SOUTH COAST PRINCE WILLIAM SOUND

Mercator Projection  
Scale 1:200,000 at Lat 60° 00'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:266666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



20' 10' 147° 50' 40' 30'



COAST SURVEY  
UNITED STATES

# ALASKA - SOUTH COAST PRINCE WILLIAM SOUND

Mercator Projection  
Scale 1:200,000 at Lat 60° 00'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

### CAUTION

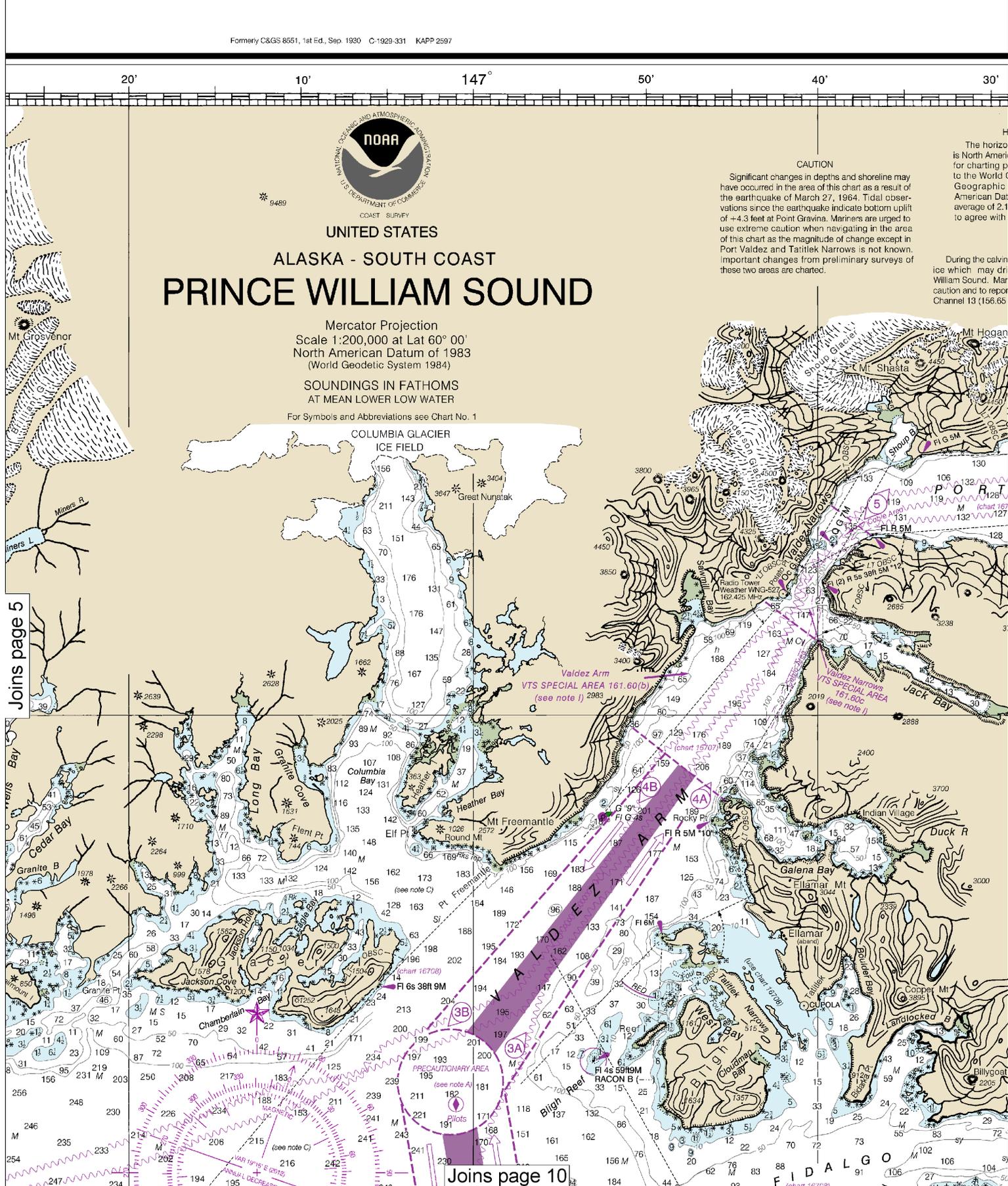
Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom uplift of +4.3 feet at Point Gravina. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except in Port Valdez and Tatitlek Narrows is not known. Important changes from preliminary surveys of these two areas are charted.

The horizon is North American Datum of 1983. For charting purposes, the datum is the World Geodetic System 1984. American Datum of 1983 is used for soundings. The datum is the mean of the low water observations of the American Datum of 1983. The datum is the mean of the low water observations of the American Datum of 1983. The datum is the mean of the low water observations of the American Datum of 1983.

During the calm ice which may drift into Prince William Sound. Mariners are urged to use extreme caution and to report ice conditions to the Coast Guard via Channel 13 (156.65 MHz).

Joins page 5

Joins page 10

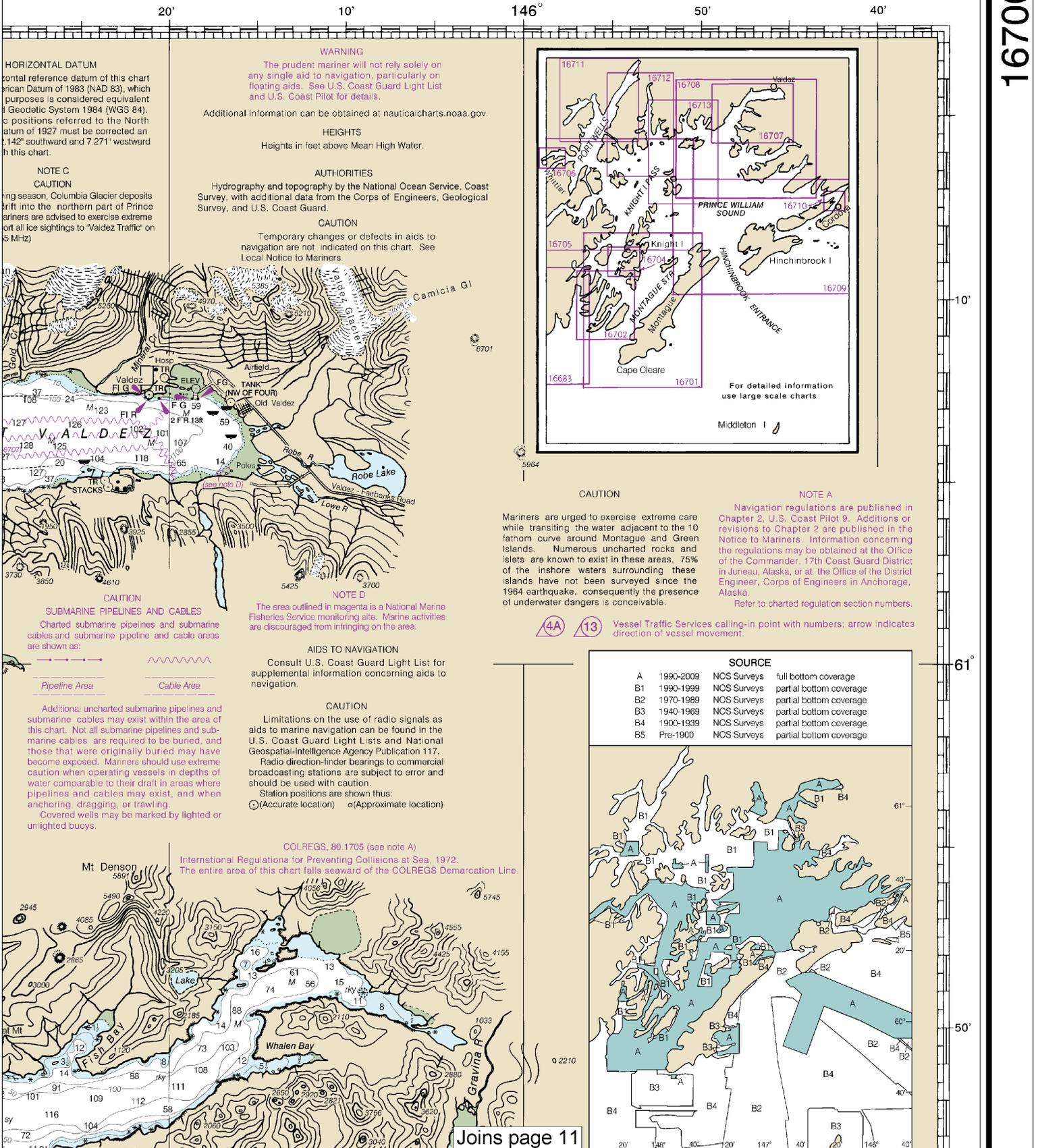


# 6

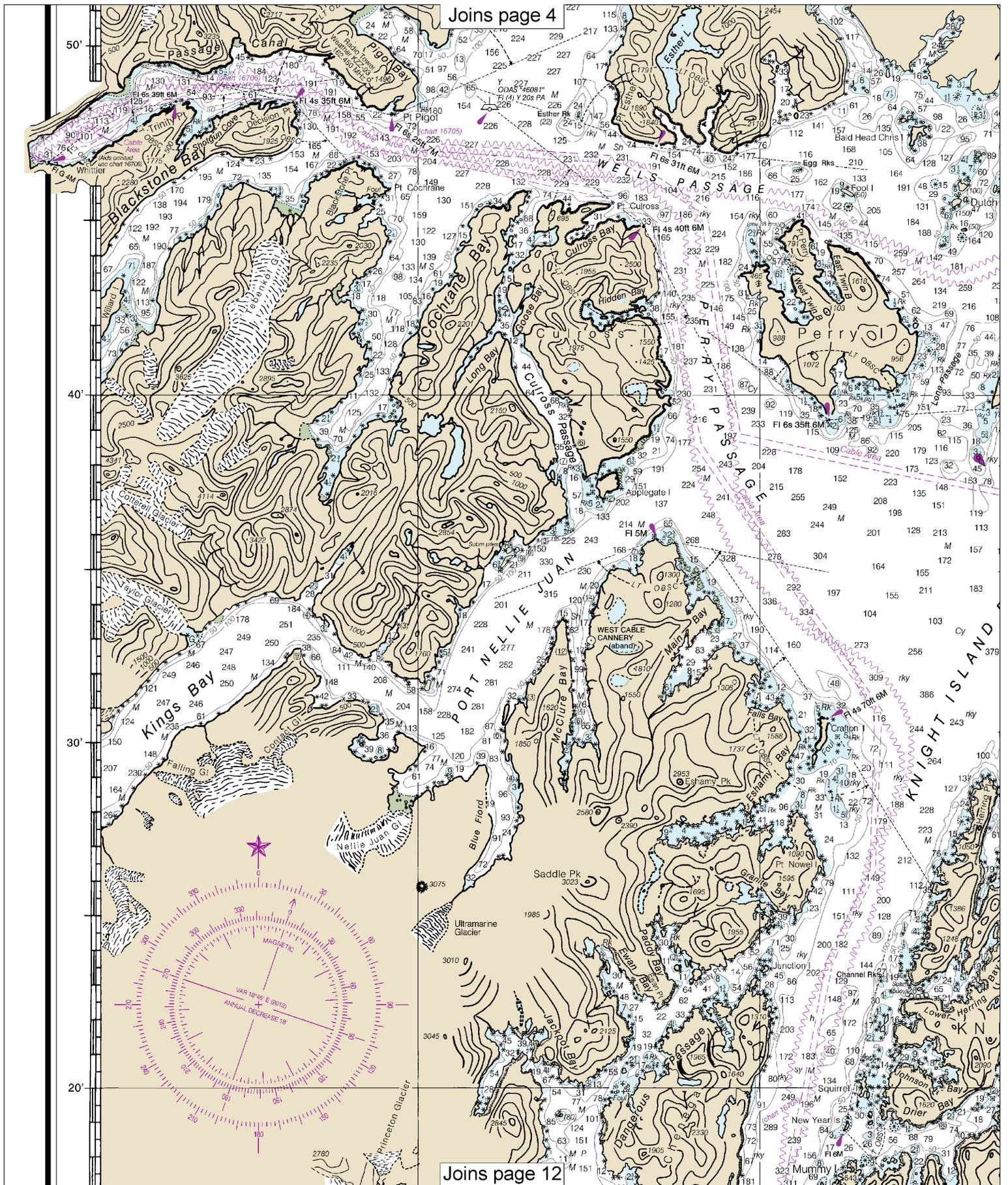
Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FATHOMS

16700



32nd Ed., Apr. 2012. Last Correction: 12/12/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

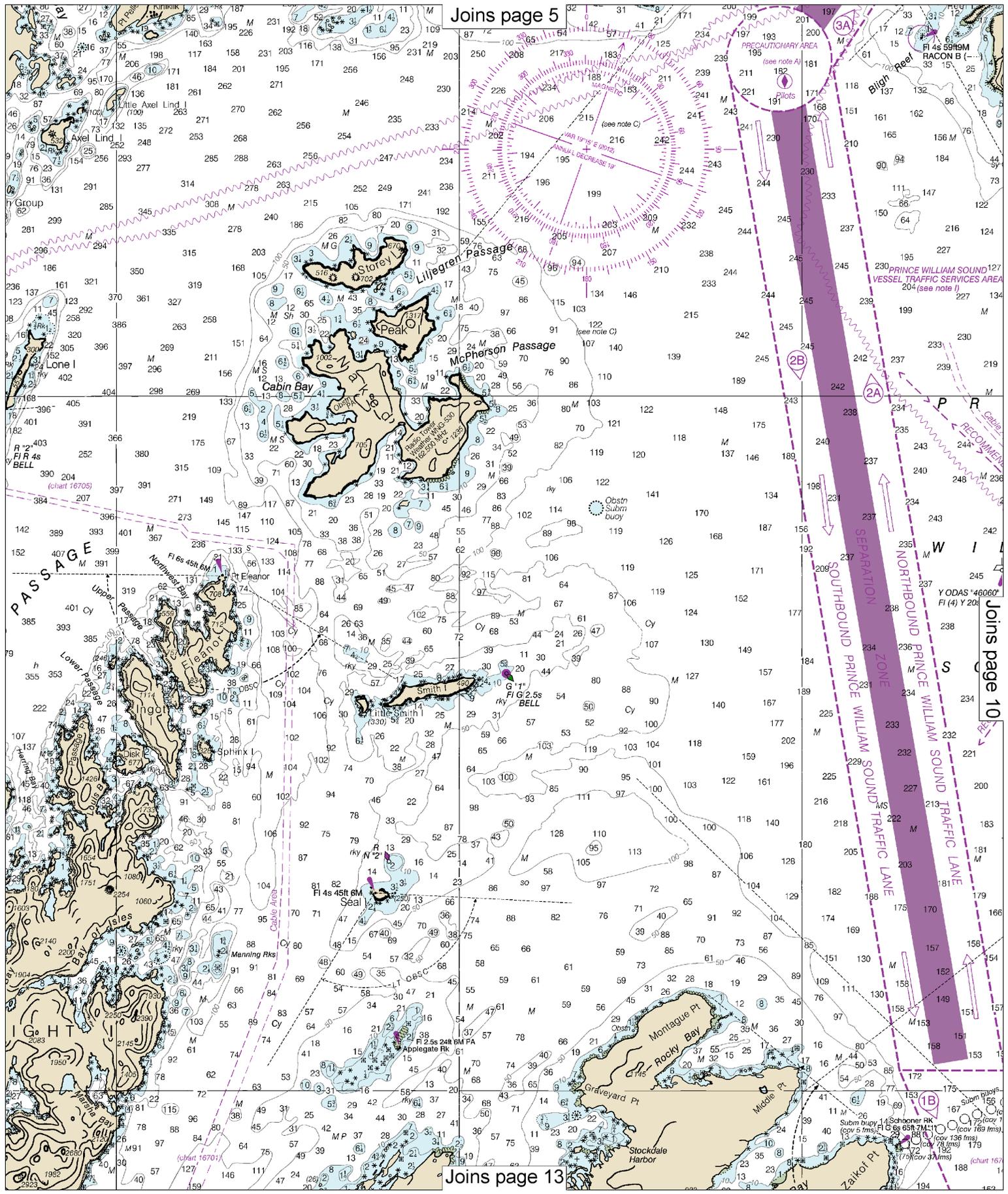


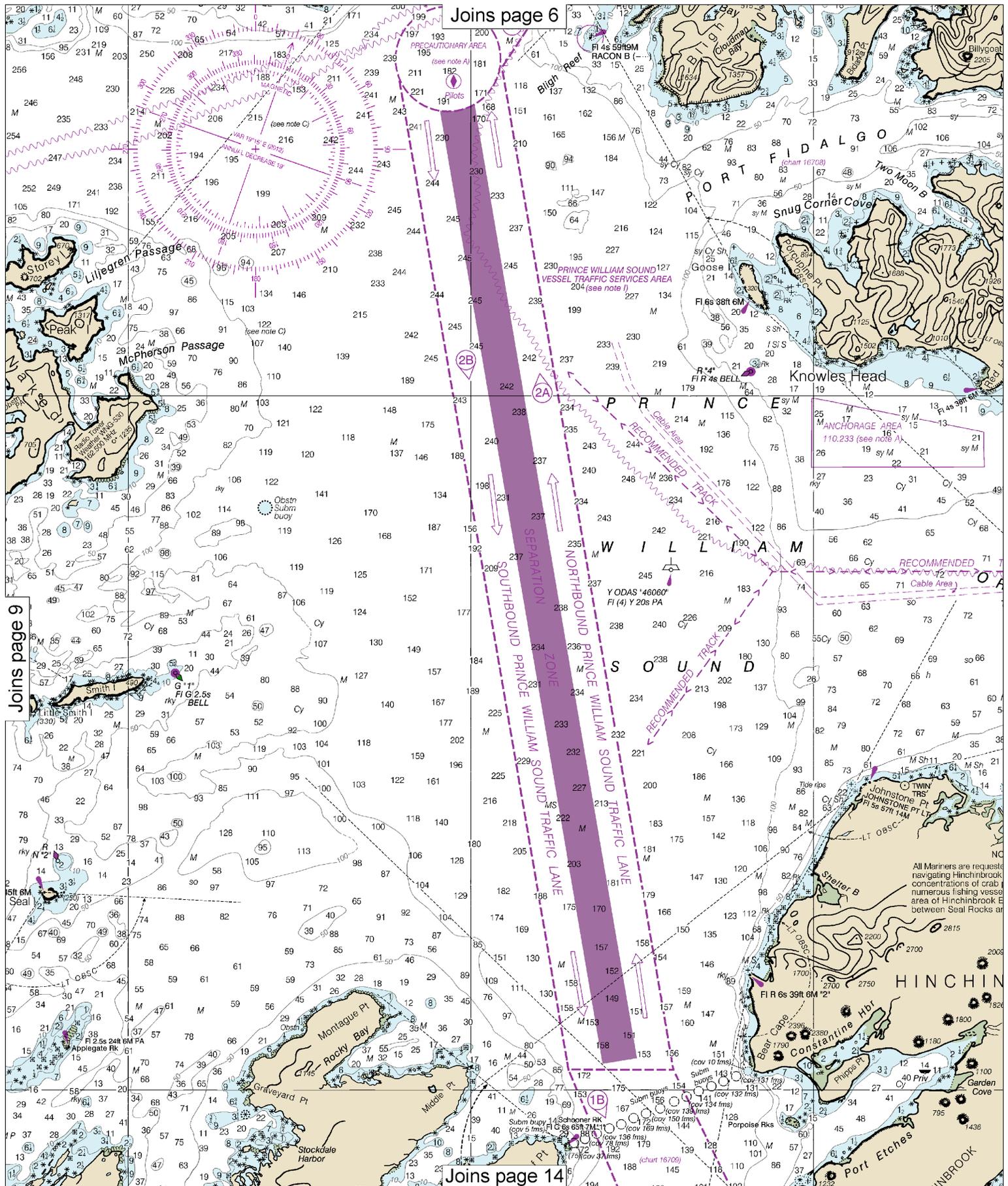
Note: Chart grid lines are aligned with true north.

Joins page 5

Joins page 10

Joins page 13





Joins page 9

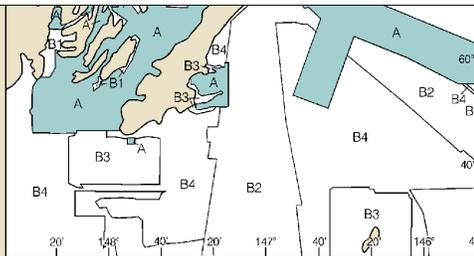
Joins page 6

Joins page 14

10

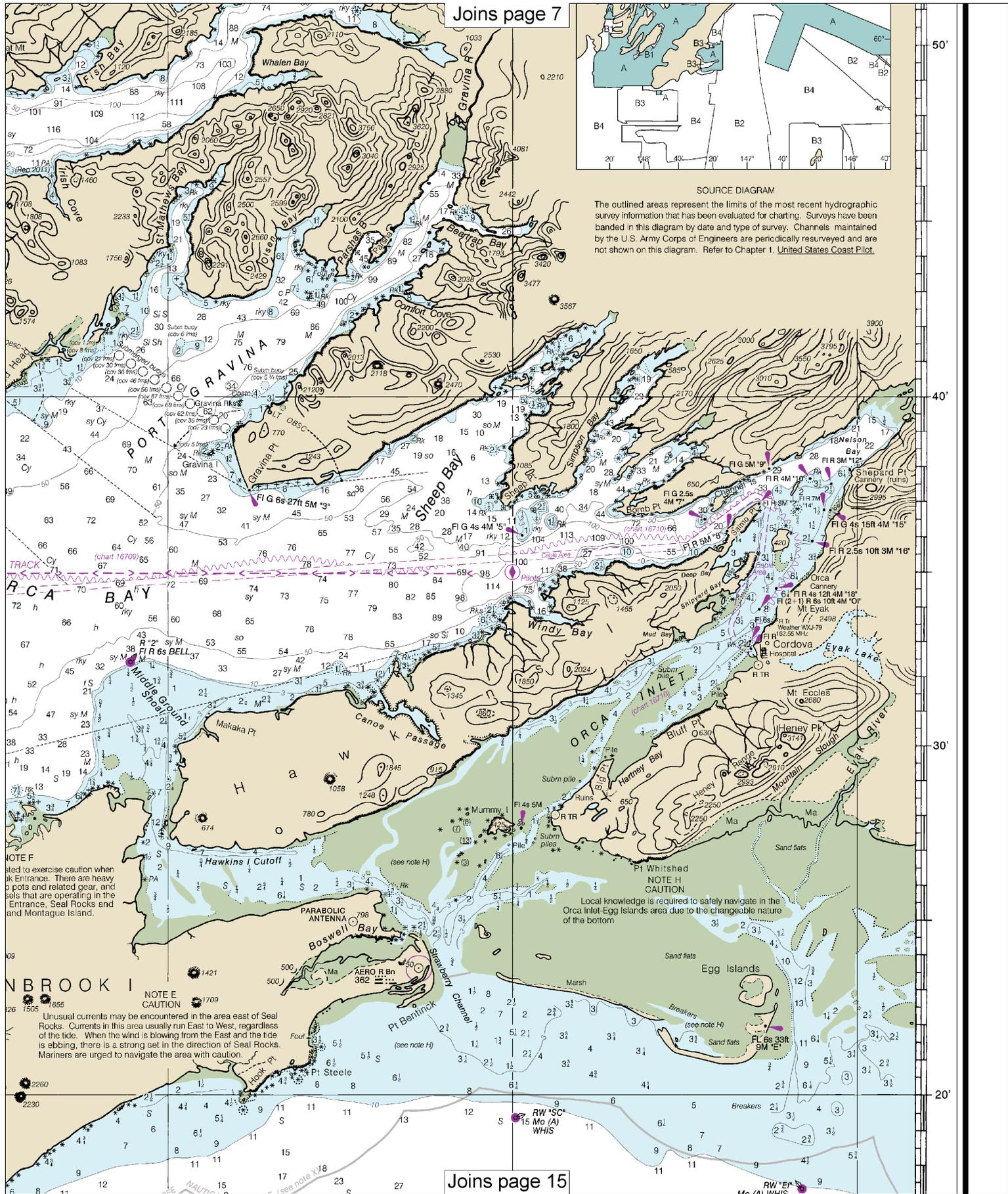
Note: Chart grid lines are aligned with true north.

All Mariners are requested navigating Hinchinbrook concentrations of crab numerous fishing vessels area of Hinchinbrook E between Seal Rocks at



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

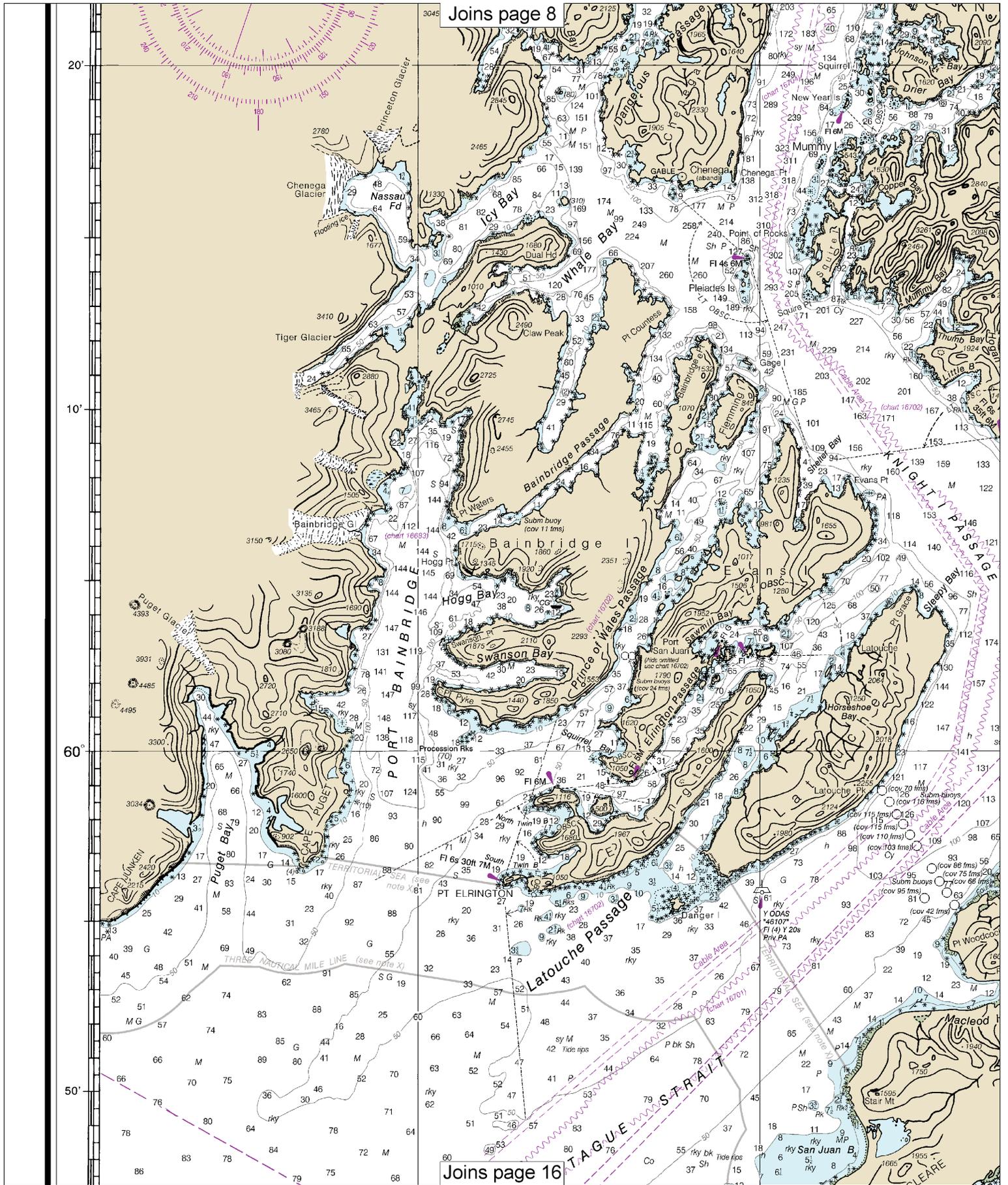


**NOTE F**  
 Used to exercise caution when entering the Orca Inlet. There are heavy buoys and related gear, and buoys that are operating in the Orca Inlet, Seal Rocks and Montague Island.

**NOTE E CAUTION**  
 Unusual currents may be encountered in the area east of Seal Rocks. Currents in this area usually run East to West, regardless of the tide. When the wind is blowing from the East and the tide is ebbing, there is a strong set in the direction of Seal Rocks. Mariners are urged to navigate the area with caution.

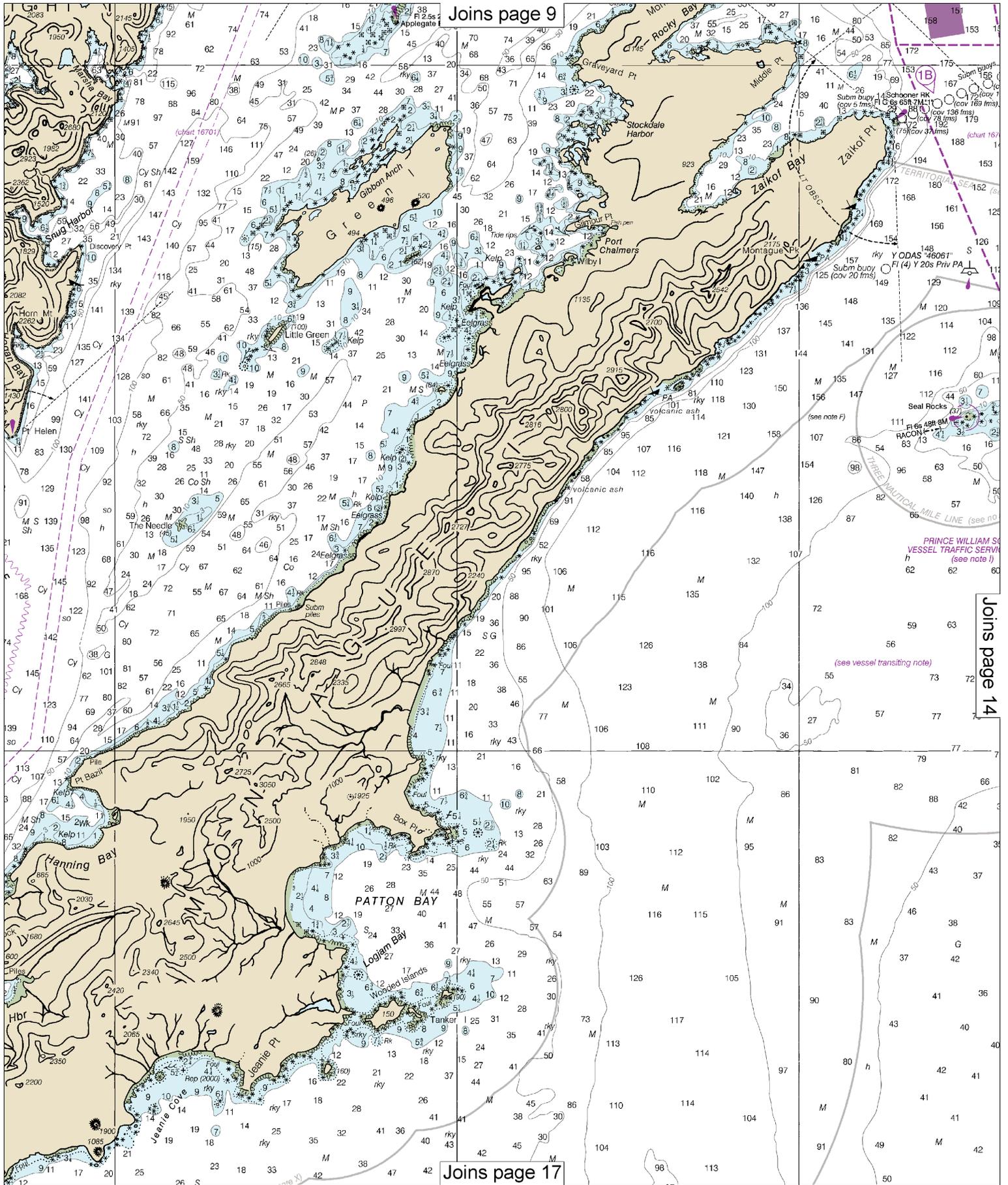
**NOTE H CAUTION**  
 Local knowledge is required to safely navigate in the Orca Inlet-Egg Islands area due to the changeable nature of the bottom

50'  
40'  
30'  
20'



12

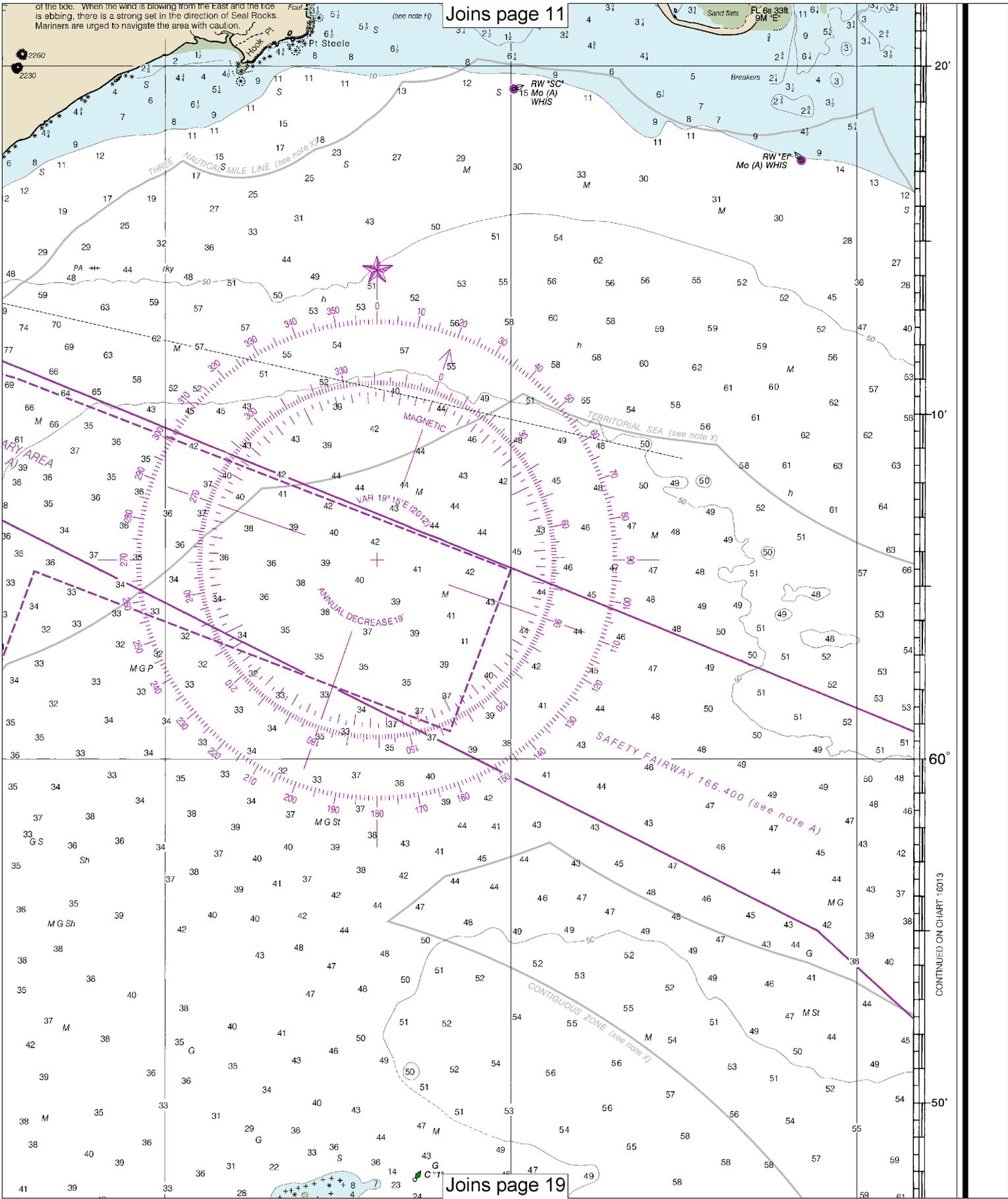
Note: Chart grid lines are aligned with true north.





of the tide. When the wind is blowing from the East and the tide is ebbing, there is a strong set in the direction of Seal Rocks. Mariners are urged to navigate the area with caution.

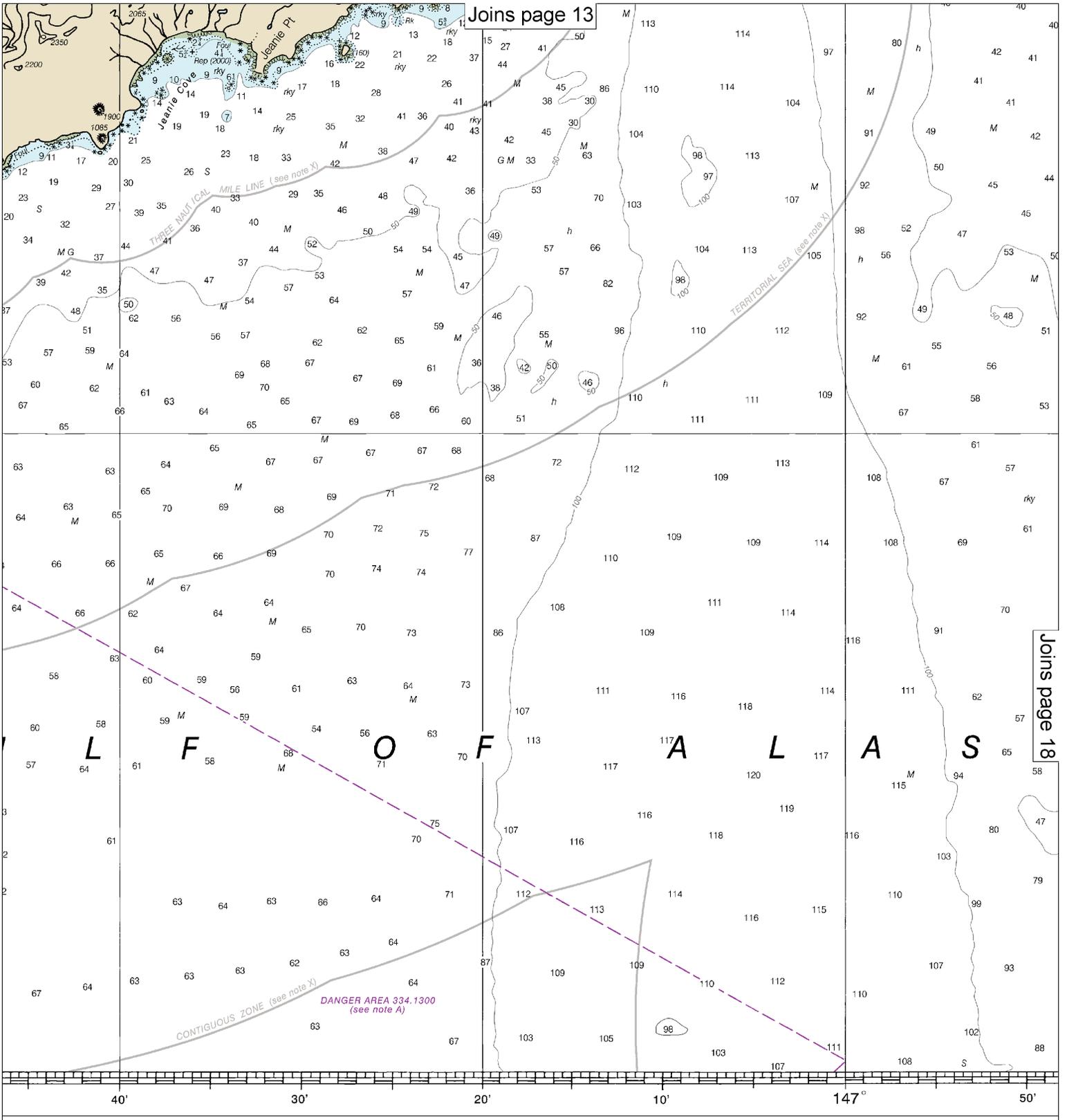
Joins page 11



Joins page 19

CONTINUED ON CHART 16013

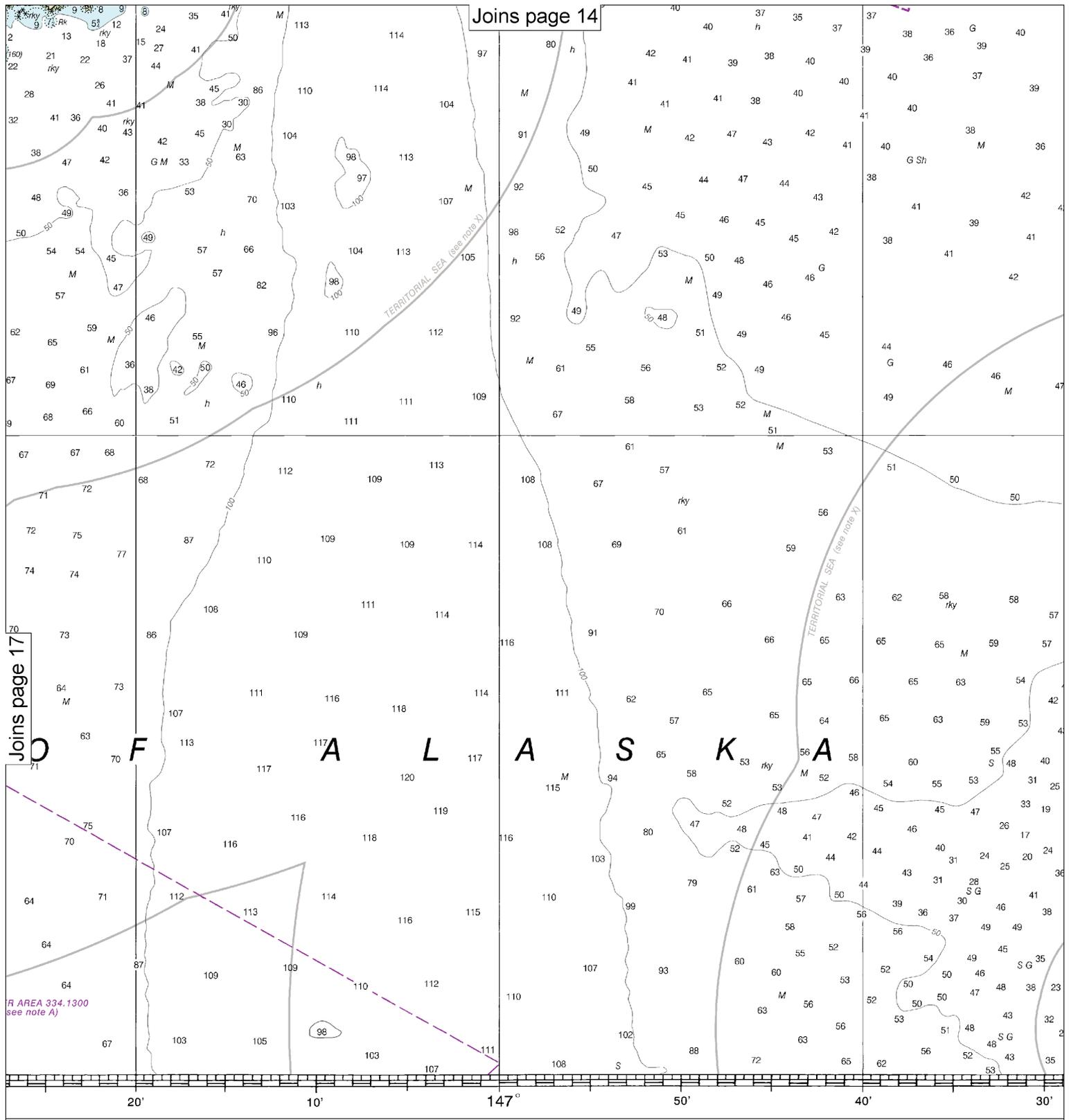




# SOUNDINGS IN FATHOMS

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

The U.S. Coast Guard Task Force endorses distances from shore to coast anywhere between See U.S. Coast Pilot 9.



**FATHOMS**

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

**VESSEL TRANSITING**  
 The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

**18**

Note: Chart grid lines are aligned with true north.





EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

### Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

### Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.